

TRAVELING.

FROM CHARLESTON TO NEW YORK AND KEY WEST - The aptly titled seagoing ISABEL, 1,000 tons burden, commanded by Capt. William Collins, will commence her regular trip to New York, Oct. 1, and sail regularly every two months from Havana to Charleston on the 15th and 20th.

From Charleston and Savannah to Havana, \$40. From Havana to New York, \$25. From New York to Havana, \$10. For passengers, apply to

SPOFFORD, TILSTON & CO., 43 South St., in Charleston 10.

LAURENCE, DRAKE, BROTHERS & CO. - Passengers leaving Havana by this ship can reach Baltimore by the land route the first of the month, and more by the land route the first of the month, and more by the land route, reach New York in same time.

NEW-YORK AND CHARLESTON - The steamer ANNE, NEW ARRANGEMENT - The steamship SOUTHERNER, CAP. M. Herry, having been thoroughly overhauled and fitted out with New boilers &c., will resume her trips on the 1st of the month, and will come up to us as follows

From New York to Charleston, From Charleston to New York

Sunday, Sept. 14, 4 P. M.	Thursday, September 20, 11 A. M.
Monday, " 15, " 4 P. M.	Friday, " 21, " 11 A. M.
Tuesday, " 16, " 4 P. M.	Saturday, " 22, " 11 A. M.
Wednesday, " 17, " 4 P. M.	Sunday, " 23, " 11 A. M.
Thursday, " 18, " 4 P. M.	Monday, " 24, " 11 A. M.
Friday, " 19, " 4 P. M.	Tuesday, " 25, " 11 A. M.
Saturday, " 20, " 4 P. M.	Wednesday, " 26, " 11 A. M.
Sunday, " 21, " 4 P. M.	Thursday, " 27, " 11 A. M.

Of course, the passengers are not required to attend to the above, but are at liberty to do so, after arrival.

Passage \$25. No passage secured until paid for.

FOR BOSTON, VIA NEWPORT AND FALL RIVER.—By the expedient and superior steamers, **BAY STATE** and **EMPIRE STATE**, in connection with the Fall River and Old Colony Railroad, a distance of 60 miles to Boston, on the following schedule: **Bay State**, N. R. Brown, on Tuesdays, Thursdays and Saturdays, at 5 P. M. The steeper **EMPIRE STATE**, J. S. Brayton, on Mondays, Wednesdays and Fridays, at 3 P. M. This line is the only one that runs rapid for Newport. These steamers are fitted with commodious state rooms and every arrangement for the comfort and convenience of passengers. The rapid service afforded by this route a night's rest on board and an arrival at Fall River proceed per railroad to Boston, and the following morning reach Boston early in the forenoon. If desired for, until the morning, the accommodations train at 9:15 A. M. which reaches Boston at about 9 A. M. A baggage man will be on board of each steamer, who will take care of the baggage and accompanies the passengers to the destination. The rates for passage and the price of state-rooms are as follows: A steamer runs in connection with this line to and from Providence daily, except Sundays. Freight on all the same rates as by the other regular lines, and forwarded with greater expedition by the Express freight train, which leaves Fall River every morning.

strated, arrive at its destination at or about A. M.
For freight apply on board, or at the office on Pier 3, N. R.
For state-room or berth apply at the office, where it is desired
to enjoy TIDEAL & BORDEN. Agents, are to be found at
157 West 41st Street.

REGULAR MAIL LINE
BETWEEN HOBOKEN AND NEW YORK,
Sundays and Holidays.
The following is the schedule of the mail—The steamers
VANERBILT, Capt. Joel Stone, and the COMMODORE
Capt. Wm. H. Hayes, in company with the
Passenger Cars of the Hudson River Railroad, leave
Hoboken at 7 A. M. (Sundays) excepted) from Pier 2, N. R., for
what are called Battery place, at 5 o'clock P. M., and from Hoboken
at 6 P. M., or earlier, if desired. The Commodore and the
Vanerbilt steamers were built expressly for the route, and are
in every respect particularly adapted to the navigation of the
Long Island Sound. The Commodore is a new ship, of 1,000
tonnage, commodious and comfortable—the officers capable and ex-
perienced. The route being the shortest and most expeditious
between Hoboken and New York.
For the morning lines of steamboats and
railroad routes to various points from New York, apply to
VANERBILT at Battery place, or to the Commodore at
Hoboken, or to the Agents, at the office, on Pier 3, N. R.
On Monday, Wednesday, Friday, and Saturday, the
COMMODORE will leave New York at 5 o'clock
P. M., and Hoboken at 6 P. M. Passengers, on the arrival
of the steamers at Hoboken, proceed immediately in the
special rail cars to Pier 2, N. R., where they will find the
baggage and the Commodore waiting for them.
For passages, berths, state-rooms or freight, applications may
be made to the Agents on the wharf, and at the office,
Battery place.

ROADS AND EXPRESS MAIL
FOR PASSENGER TRAVEL
Apply to Leave New York Pier 2, foot of
Pier 3, N. R. Leave Newark 31
largest A. M. and 31 P. M. Leave Newark 31

PASSENGERS TRAINS DOWN—Leave Dover 7:15 A. M. and 1:45 P. M.; Morrisstown, 9:0 A. M. and 2:35 P. M.; Milford, 9:30 A. M. and 3:05 P. M.; Orange, 7:30 A. M. and 3:35 P. M.; and New York, 8:00 A. M. and 3:35 P. M.

FRIGHT TRAINS—Leave Dover 2 A. M.; Orange, 7 A. M.; Morrisstown, 8 A. M.; and New York, 9 A. M.

FRIGHT HOBS (CAR)—Leave Orange 7 A. M. and P. M.; leave New York 11:15 A. M. and 5:15 P. M.

Passengers by these trains are received and delivered at the following places: Dover, Milford and Oswego, on each way at North and South Orange, Millville, Summit, Chatham, Madison, Morrisville, Morris, Elston, Danville and Dover, stages connecting with the A. M. passenger train leave for Suckersville, Stanhope, and Oswego on Monday, Wednesday and Fridays, and for Sparta, Johnsonburg, Bartlesville, Columbia, and New York on Tuesday, Thursday and Saturdays. The Lackawanna Works, passing through Bartlesville, Stanhope, P. A. Smith's Tavern, New Glasgow, Clinton, Dunmore, and New York, leave on Monday, Wednesday and Saturdays, and returning meet the P. M. trains for New York.

At Danville, the leave for Powersville and Bonton on Monday, Wednesday, Friday and Saturday, and meet A. M. and P. M. trains for New York.

At Morris-town, the leave for Milford, the arrival of the A. M. passenger train from Milford, Chester, Schooley's Mountain, Washington, Belvidere and Easton, daily, and meet the P. M. train for New York.

At New York, the arrival of the P. M. train from returning next morning, connecting with the A. M. train for New York.

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Change of Hours, commencing Sept. 25

NEW YORK AND NEW HAVEN PATTERSON AND HUDSON RIVER RAILROADS.

Leave Sparta's Depot at New York at 9 o'clock A. M. 3 o'clock P. M.

Leave New York at 6 o'clock A. M. 3 o'clock P. M.

7:00 clock A. M. **SUNDAY TRAINS.** 9:00 clock 4:30 min. P. M.

Leave Sullivan's Depot at Leave New-York at

7:00 clock A. M. 9:00 clock 4 min. P. M.

or on the arrival of the Erie Railroad at York.

PATERSON TRAINS.

Leave Paterson at Leave New-York at

7:00 clock A. M. Market-st. 9:00 clock A. M.

12:00 clock P. M. Pat'n Depot. 1:00 clock P. M.

4:00 clock P. M. Pat'n Depot. 3:45 clock P. M.

6:00 clock P. M. Market-st. 5:00 clock P. M.

Except Mondays.

SUNDAY TRAINS.

Leave Paterson at Leave New-York at

7:00 clock A. M. Market-st. 9:00 clock A. M.

4:00 clock P. M. Pat'n Depot. 9:00 clock P. M.

On the arrival of the Erie Railroad at Sullivan's will leave at 7:00, or on the arrival of the Olive-branch train

The 3 A. M. and 5:45 clock P. M. trains from New-York will not stop at Paterson, but will stop at Suffern, Hightstown and Hoboken, and will be in time to meet the Erie trains, morning and evening, going West, at Sullivan's Depot.

CENTRAL RAILROAD OF N. JERSEY. 129

SUMMER ARRANGEMENTS.

On the Atlantic City and Cape May Branch, the season extends from Elizabethport 35 miles

White House, N. J., reducing the staging between the termini of the Road and Easton to 25 miles, and the Schuylkill

and Lehigh Rivers, New-York, by the steamboat RFD JACKET, which leaves New-York by the steamer New Jersey Railroad, which leaves New-York from foot of Cortland-st. at the same hour. A new route to Schuylkill and Lehigh Rivers, New-York, by the

PASSENGER TRAIN UP.—Passengers will leave New-York by steamboat from pier 1, N. R. or by the New Jersey Railroad from foot of Cortland-st. 8 A. M. and 5 P. M.; leave Easton 10 A. M. and 3 P. M.

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NEW YORK AND PHILADELPHIA

NEW-YORK DIRECT—U. S. MAIL
LEAVE NEW-YORK at 8 hours, via New York
LINER—Through in 6 hours. First class and \$2.00
Jersey Railroad.—Fare reduced to \$3.00 from foot of
for second class.—Leave New York at 5 A. M. from foot of
Cortland-st. and at 9 A. M. and 5 P. M. from the foot of
Liberty-st. Leave Philadelphia at 2 and 5 A. M.
from foot of Walnut-st. **a15 3m**

CAMDEN AND AMBOY RAILROAD
LEAVE LINE for Philadelphia at
7 o'clock A. M. and 11 o'clock P. M. by
steamboat JOHN POTTER daily, Sundays excepted, from
Pier No. 1 North River. Fare—First class cars, \$5; second
class cars, \$2. **a24 15**

STATEN ISLAND FERRY.—O
and after June 1, 1890.—Leave New York
at 7, 8, 9, 10, 11 A. M., and at 1, 2, 3, 4, 5, 6,
and 7 o'clock P. M. Vanderlip's Landing at 7
A. M. and 1, 2, 3, 4, 5 and 7 P. M. **2t**